

ANNUAL REPORT
of the
Detroit & Mackinac
RAILWAY COMPANY

INCLUDING

Traffic Reports of the Road



For the Fiscal Year Ending June 30th

————— **1909** —————

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of the
Detroit & Mackinac
RAILWAY COMPANY

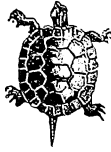
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Traffic Reports of the Road



For the Fiscal Year Ending June 30th

— 1909 —



DIRECTORS AND OFFICERS.

BOARD OF DIRECTORS.

HENRY K. McHARG.....	Stamford, Conn.
JAMES D. HAWKS.....	Detroit, Mich.
EDWARD H. BONNER.....	New York, N. Y.
AMEDE D. MORAN.....	New York, N. Y.
WALTON FERGUSON.....	Stamford, Conn.

OFFICERS.

HENRY K. McHARG, President,	Stamford, Conn.
JAMES D. HAWKS, Vice-President and General Manager,	Detroit, Mich.
GEO. M. CROCKER, 2nd Vice-Pres., Aud. and Pur. Agt.,	Detroit, Mich.
CHAS. B. COLEBROOK, Sec'y-Treas., 40 Wall Street,	New York, N. Y.
JAMES McNAMARA, General Attorney,	Detroit, Mich.
C. W. LUCE, General Superintendent,	East Tawas, Mich.
H. S. WATERMAN, Chief Engineer,	East Tawas, Mich.
W. G. MacEDWARD, General Passenger Agent,	Bay City, Mich.
J. K. HUDSON, General Freight Agent,	Bay City, Mich.

General Office, No. 514-518 Majestic Building, Detroit, Mich.

HAWKINS, GIES & CO.
CERTIFIED PUBLIC ACCOUNTANTS.

NEW YORK
CHICAGO
DETROIT

Sept. 18th, 1909.

J. D. HAWKS, Vice-Prest. and Gen. Manager,
Detroit & Mackinac Ry. Co.,
Detroit, Michigan.

Dear Sir:—We have made an examination of the books and accounts of the Detroit & Mackinac Railway Company for the fiscal year ending June 30th, 1909, and hereby certify that the Income, Profit and Loss Account, and Balance Sheet published herewith are true and correct exhibits of the company's operations for the said fiscal year, and of its condition at June 30th, 1909, as shown by the books and accounts.

HAWKINS, GIES & CO.,

Fred T. Gies, C. P. A.

REPORT OF THE VICE-PRESIDENT AND GENERAL MAN- AGER TO THE STOCKHOLDERS OF THE DETROIT & MACKINAC RAILWAY COMPANY.

Detroit, Mich., October 7th, 1909.

Gentlemen:

On the night of October 15th, 1908, fires which had been burning for months in the swamps and timber lots all through Michigan, were fanned by a fierce wind and rushed across the country, leaving death and destruction behind.

A relief train which had been sent to Metz from the north could not get back, and as the town was all in flames, the train tried to reach safety by going south.

At Nowicki Siding, cars were burning on one side of the track and ties and other forest products on the other side, and the track was warped to such an extent that the engine was derailed and the train burned, with a loss of the lives of thirteen persons.

No blame can be attached to the railroad company. Other lives were lost to the number of seventeen in the surrounding country, and the damage to buildings and standing timber and young second growth was immense. Some four thousand people suffered loss more or less severe.

The railroad company took hold at once, and through the very generous contributions of good people of Michigan, acute suffering was soon relieved.

Money, clothing and provisions, hay and grain, lumber and household utensils and personal services were contributed.

The railroad, telegraph, express and Pullman companies did all they could free of expense. Some 5,000 tons of supplies were handled free.

This fire loss has probably affected our earnings for the year, but not to any serious extent.

The improvement in business generally seemed to warrant the completing of the Hillman Branch, and work on that branch was resumed with the idea of having trains running by Christmas of this year.

One thousand tons of 85-lb. rail were bought during the year and put in main track. The 70-lb. rail taken out was laid on the Hillman Branch.

The car trust notes were paid as they matured, leaving only \$80,000.00 outstanding (of the original \$400,000.00), which will be paid during the coming fiscal year.

While our repairs to equipments seems to be small per locomotive and passenger car and freight car, still it will be found that the equipment has been kept in good shape.

The cost of maintenance of ways and structures per mile of road looks very light, but it must be remembered that on a main line of 196.24 miles we have 172.80 miles of straight line, with total up grades of only 1,046 feet and down grades of 1,053.7 feet. This coupled with the fact that we have no heavy cuts or fills or rock work or long bridges and have good rail, ballast, ties and tie-plates, makes for a very low cost for the up-keep of track.

We have changed several three degree curves to one degree, and have a few more to change. Two concrete crews have continued the work of replacing wooden culverts with reinforced concrete.

The prospects for the next fiscal year are good.

Yours truly,

J. D. HAWKS,

Vice-President and General Manager.

DETROIT & MACKINAC RAILWAY COMPANY.

AUDITOR'S OFFICE.

Detroit, Mich., Sept. 10th, 1909.

J. D. HAWKS, ESQ.,

Vice-President and General Manager:

Dear Sir:—I herewith submit statements of the general accounts and tables showing the result of operation of the Detroit & Mackinac Railway Company for the fiscal year ending June 30, 1909, as follows:

TABLE A—Condensed Balance Sheet.

TABLE B—Income Account.

TABLE C—Particulars of Bonded Debt.

TABLE D—Comparative Financial Statement.

TABLE E—Earnings and Expenses by years.

TABLE F—Earnings and Expenses by months.

TABLE G—Operating Expenses.

TABLE H—Mileage.

TABLE I—Classification of Freight Tonnage.

TABLE J—Statistics for the year.

TABLE K—Rolling Stock.

TABLE L—Logging Branches, Spurs and Sidings built.

Respectfully,

GEORGE M. CROCKER,

Auditor.

TABLE--A.

DETROIT & MACKINAC RAILWAY COMPANY.

CONDENSED GENERAL BALANCE SHEET, JUNE 30, 1909.

Assets.		Liabilities.	
Cost of Road and Equipment	\$5,564,777 42	Capital Stock { Common	\$2,000,000 00
Equipment Trust	80,000 04	{ Preferred	950,000 00
Material and Supplies on hand	63,738 22	Funded Debt { First Lien Bonds	1,500,000 00
Treas. Detroit & Mack. Ry. { First Lien Bonds..	450,000 00	{ Mortgage Bonds	1,600,000 00
{ Mortgage Bonds..	350,000 00	Interest accrued, but not due.....	7,666 67
		Taxes accrued, but not due.....	41,099 84
		Equipment Trust Notes.....	80,000 04
		Claim Suspense Account	4,519 46
		Hillman Branch, Reserve Account.....	45,255 68
		Replacement of Equipment, Reserve Account..	134,155 29
		Replacement of Rail, Reserve Account	59,887 10
Current Assets.		Current Liabilities.	
Cash on hand	\$ 1,604 14		
Due from Station Agents.....	20,288 47		
Due from Companies and Individuals	21,158 50		
Traffic Balances	8,151 36		
Insurance paid in advance	864 51		
	<u>\$ 52,066 98</u>	Audited Vouchers and Pay Rolls	137,998 58
			<u>\$6,560,582 66</u>

TABLE—B.**DETROIT & MACKINAC RAILWAY COMPANY.****INCOME ACCOUNT FOR THE YEAR ENDING JUNE 30, 1909.**

Gross Earnings	\$1,148,974	26
Operating Expenses	796,044	53
Net Operating Revenue	\$ 352,929	73
Add Other Income:		
Hire of Equipment—Credit Balance	\$ 15,874	60
Total Net Income	\$ 368,804	33
Deduct:		
Taxes	\$85,344	99
Interest on Funded Debt	92,000	00
Dividends on Preferred Stock	47,500	00
Interest on Car Trust and Other Notes	9,174	64
Hillman Branch	41,936	58
Additions and Betterments	11,514	24
Separately Operated Properties	8,538	42
Hillman Branch, Reserve Account	45,255	68
Loss by Forest Fires, October, 1908	25,000	00
Sundry Items	2,539	78
	\$ 368,804	33

TABLE—C.**PARTICULARS OF BONDED DEBT.**

Class of Bonds	Amount Outstanding	INTEREST		Interest Accrued during year	Principal Due
		Rate	When Payable		
First Lien	\$1,050,000 00	4%	June and December	\$ 42,000 00	June 1, 1995
Mort.	1,250,000 00	4%	June and December	50,000 00	June 1, 1995
	\$2,300,000 00			\$ 92,000 00	

TABLE — D.

DETROIT & MACKINAC RAILWAY COMPANY.

COMPARATIVE FINANCIAL STATEMENT.

	June 30, 1907.	June 30, 1908.	June 30, 1909.
Current Assets.			
Cash	\$ 4,186 42	\$ 2,700 56	\$ 1,604 14
Due from Station Agents and Others	40,069 60	46,865 49	41,446 97
Traffic Balances	19,299 83	13,755 58	8,151 36
Material and Supplies on Hand	102,297 86	63,495 88	63,738 22
Prepaid and Deferred Charges	11,667 71	3,149 84	864 51
Totals	\$ 177,521 42	\$ 129,967 35	\$ 115,805 20
Less Current Liabilities.			
Audited Vouchers and Pay Rolls	\$ 150,762 01	\$ 71,346 86	\$ 137,998 58
Notes Secured by Equipment Trust	240,000 12	160,000 08	80,000 04
Notes Secured by Treasury Bonds	240,827 84	195,000 00	.....
Accrued Taxes and Interest	47,901 74	46,916 78	48,766 51
Totals	\$ 679,491 71	\$ 473,263 72	\$ 266,765 13
Net Current Liabilities	\$ 501,970 29	\$ 343,296 37	\$ 150,959 93
Capital Assets.			
Cost of Road	\$ 4,948,501 95	\$ 4,945,890 61	\$ 4,919,640 61
Cost of Equipment	584,877 21	565,136 77	645,136 81
Cost of Equipment Trust	240,000 12	160,000 08	80,000 04
Totals	\$ 5,773,379 28	\$ 5,671,027 46	\$ 5,644,777 46
Net Assets	\$ 5,271,408 99	\$ 5,327,731 09	\$ 5,493,817 53
Representing—			
Bonds Issued—First Lien	\$ 1,050,000 00	\$ 1,050,000 00	\$ 1,050,000 00
Bonds Issued—Mortgage	1,250,000 00	1,250,000 00	1,250,000 00
Stock Issued—Common	2,000,000 00	2,000,000 00	2,000,000 00
Stock Issued—Preferred	950,000 00	950,000 00	950,000 00
Reserves .....	.....	77,731 09	243,817 53
Surplus	21,408 99	.....	.....
Totals	\$ 5,271,408 99	\$ 5,327,731 09	\$ 5,493,817 53

TABLE E.

DETROIT & MACKINAC RAILWAY COMPANY.

EARNINGS AND EXPENSES BY YEARS.

	1905	Per Cent.	1906	Per Cent.	1907	Per Cent.	1908	Per Cent.	1909	Per Cent.
EARNINGS—										
Freight	\$ 697,817 76	70.45	\$ 820,486 78	71.05	\$ 946,067 99	72.15	\$ 844,252 96	71.18	\$ 806,727 42	70.21
Passenger	239 643 88	24.19	263,773 94	22.84	291,061 88	22.20	294,328 07	24.81	292,302 19	25.44
Mail	26,289 56	2.66	26,689 80	2.31	26,495 72	2.02	28,354 52	2.39	28,522 69	2.45
Express	7,958 20	.80	8,716 47	.76	10,135 82	.77	11,714 52	.99	14,394 47	1.36
Other Sources	18,845 28	1.90	35,154 47	3.04	37,513 89	2.86	7,646 47	.63	7,027 49	.61
Total	\$ 990,554 78	100%	\$1,154,826 46	100%	\$1,311,274 80	100%	\$1,186,096 54	100%	\$1,148,974 26	100%
EXPENSES—										
Maint. Way and Structures	\$ 186,827 97	29.42	\$ 200,382 74	22.95	\$ 248,990 34	24.65	\$ 144,244 11	17.87	\$ 183,863 42	23.09
Maint. Equipment	113,370 46	17.85	259,394 25	29.71	264,302 36	26.17	189,060 03	23.42	185,229 54	23.27
Traffic Expense .....	.....	.....	.....	.....	.....	.....	24,646 44	3.04	22,319 93	2.80
Transportation Expense	306,813 11	48.31	384,235 97	44.00	466,388 19	46.17	422,446 08	52.32	371,944 01	46.73
General Expense	28,059 50	4.42	29,120 89	3.34	30,411 51	3.01	27,068 46	3.35	32,687 63	4.11
Total	\$ 635,071 04	100%	\$ 873,133 85	100%	\$1,010,092 40	100%	\$ 807,365 12	100%	\$ 796,044 53	100%
Net Earnings	355,483 74	35.89	281,692 61	24.39	301,182 40	29.81	378,731 42	31.94	352,929 73	31.71
Taxes	70,503 62	7.12	78,538 91	6.80	81,261 79	8.04	80,288 53	6.77	85,344 99	7.42
Net Earnings, less Taxes	284,980 12	28.77	203,153 70	17.59	219,920 61	21.77	298,442 89	25.16	267,584 74	24.29

TABLE F.

DETROIT & MACKINAC RAILWAY COMPANY.

STATEMENT OF EARNINGS AND EXPENSES BY MONTHS FOR FISCAL YEAR ENDING JUNE 30, 1909.

EARNINGS.

Earnings	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	March	April	May	June
Freight	\$ 70,980.47	\$ 61,828.15	\$ 61,760.20	\$ 65,089.30	\$ 56,424.68	\$54,961.95	\$64,887.31	\$67,115.08	\$ 97,982.14	\$71,244.98	\$65,364.17	\$69,108.99
Passenger	29,590.89	31,681.78	26,642.05	24,245.68	24,880.03	23,927.17	20,295.25	17,432.28	22,298.24	22,474.45	22,760.56	24,073.81
Express	732.88	1,189.43	999.62	990.38	1,327.58	1,637.13	1,502.23	1,628.59	1,499.36	1,272.25	804.99	810.08
Mail	2,392.75	2,223.34	2,389.30	2,392.75	2,392.75	2,391.31	2,393.75	2,376.11	2,392.75	2,392.75	2,392.75	2,391.88
Miscellaneous	925.71	316.96	332.21	689.04	455.06	426.92	401.63	451.21	500.30	413.38	794.37	820.70
Totals	\$104,602.70	\$ 97,239.66	\$ 92,623.38	\$ 93,407.15	\$ 85,480.05	\$85,344.98	\$89,480.17	\$89,003.27	\$124,672.79	\$97,797.81	\$92,116.84	\$97,205.46

EXPENSES.

Oper. Expenses	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	March	April	May	June
Maint. Way and S	\$ 7,432.12	\$9,891.20	\$ 10,387.58	\$ 11,582.55	\$ 10,509.36	\$46,371.43	\$13,744.01	\$13,191.21	\$ 11,996.13	\$13,774.84	\$17,249.70	\$17,842.29
Maint. Equipment	15,166.69	14,202.97	13,632.50	15,091.47	12,373.25	15,317.09	16,151.98	18,823.38	16,474.11	14,770.03	15,878.89	16,847.18
Traffic Expense	2,315.03	1,852.36	2,117.00	1,806.55	1,698.69	1,721.91	1,754.58	1,580.14	1,354.17	1,943.81	2,082.25	2,093.44
Transportation Expense	33,052.12	33,340.25	28,868.51	31,813.57	29,238.22	31,265.53	31,819.76	31,094.70	35,198.04	28,952.97	29,088.49	28,206.85
General Expense	3,234.88	2,607.44	2,432.05	4,107.34	2,536.25	1,974.96	2,679.33	2,363.38	2,387.66	2,696.40	2,589.61	3,078.33
Totals	\$ 61,191.84	\$ 61,894.22	\$ 57,437.64	\$ 64,406.43	\$ 56,355.77	\$97,050.92	\$66,149.66	\$67,052.81	\$ 67,410.11	\$62,138.05	\$66,888.94	\$68,068.09
Net Earnings	\$ 43,410.86	\$ 35,345.44	\$ 35,185.74	\$ 29,000.67	\$ 29,124.28	\$11,705.94	\$23,330.51	\$21,950.46	\$ 57,262.68	\$35,659.76	\$25,227.90	\$39,137.37
Prop. Exp. to Earnings	58.50%	63.65%	62.01%	68.95%	65.33%	113.72%	73.93%	75.34%	54.07%	63.53%	72.61%	70.02%

* Deficit.

TABLE—G.**DETROIT & MACKINAC RAILWAY COMPANY****OPERATING EXPENSES.****Maintenance of Way and Structures.**

	Amount.	Per Cent.
Superintendence	\$ 7,518 63	.94
Ballast	737 87	.09
Ties	10,678 63	1.34
Rail Depreciation	75,000 00	9.39
Other Track Material	254 04	.03
Roadway and Track	59,108 80	7.40
Removal of Snow, Sand and Ice	5,156 15	.65
Tunnels		
Bridges, Trestles and Culverts	2,726 50	.34
Over and Under Grade Crossings.....		
Grade Crossings, Fences, Cattle Guards and Signs....	1,163 07	.15
Snow and Sand Fences and Snow Sheds.....	24 13	
Signals and Interlocking Plants.....	707 60	.09
Telegraph and Telephone Lines	1,967 80	.25
Electric Power Transmission		
Buildings, Fixtures and Grounds	11,506 66	1.44
Docks and Wharves		
Roadway Tools and Supplies	1,640 86	.21
Injuries to Persons		
Stationery and Printing	97 32	.01
Other Expenses	6,541 04	.82
Total	<hr/> \$184,829 10	<hr/> 23.15

DETROIT & MACKINAC RAILWAY COMPANY.

OPERATING EXPENSES—Continued.

Maintenance of Equipment.

	Amount	Per Cent.
Superintendence	\$ 6,401 84	.80
Steam Locomotives—Repairs	42,233 52	5.29
Steam Locomotives—Renewals		
Steam Locomotives—Depreciation	13,282 20	1.66
Electric Locomotives—Repairs		
Electric Locomotives—Renewals		
Electric Locomotives—Depreciation		
Passenger Train Cars—Repairs	14,519 82	1.82
Passenger Train Cars—Renewals		
Passenger Train Cars—Depreciation	12,420 36	1.56
Freight Train Cars—Repairs	53,478 92	6.70
Freight Train Cars—Renewals		
Freight Train Cars—Depreciation	36,737 76	4.60
Electric Equipment of Cars—Repairs.....		
Electric Equipment of Cars—Renewals.....		
Electric Equipment of Cars—Depreciation.....		
Work Equipment—Repairs	1,547 32	.19
Work Equipment—Renewals		
Work Equipment—Depreciation	710 64	.09
Shop Machinery and Tools	3,335 21	.42
Power Plant Equipment		
Injuries to Persons		
Stationery and Printing	236 22	.03
Other Expenses	325 73	.04
Total	<u>\$185,229 54</u>	<u>23.20</u>

Traffic Expenses.

Superintendence	\$ 13,230 20	1.66
Outside Agencies	806 77	.10
Advertising	3,329 66	.42
Traffic Associations	1,272 87	.16
Fast Freight Lines		
Industrial and Immigration Bureaus		
Stationery and Printing	3,680 43	.46
Other Expenses		
Total	<u>\$ 22,319 93</u>	<u>2.80</u>

DETROIT & MACKINAC RAILWAY COMPANY.

OPERATING EXPENSES—Continued.

Transportation Expenses.		Per
	Amount.	Cent.
Superintendence	\$ 20,410 68	2.56
Despatching Trains	5,489 95	.69
Station Employees	58,326 76	7.31
Weighing and Car Service Association	2,021 78	.25
Stock Yards and Grain Elevators		
Coal and Ore Docks		
Station Supplies and Expenses	2,971 63	.37
Yard Masters and their Clerks	2,672 45	.33
Yard Conductors and Brakemen	11,479 40	1.44
Yard Switch and Signal Tenders		
Yard Supplies and Expenses	271 78	.03
Yard Enginemen	7,965 10	1.00
Engine House Expenses—Yard	2,087 22	.26
Fuel for Yard Locomotives	19,142 34	2.40
Water for Yard Locomotives	1,072 62	.13
Lubricants for Yard Locomotives	275 78	.03
Other Supplies for Yard Locomotives	264 75	.03
Motormen		
Road Enginemen	50,126 71	6.28
Engine House Expenses—Road	10,632 02	1.33
Fuel for Road Locomotives	85,754 08	10.74
Water for Road Locomotives	4,366 07	.55
Lubricants for Road Locomotives	971 00	.12
Other Supplies for Road Locomotives	1,006 89	.13
Operating Power Plants		
Purchased Power		
Road Trainmen	49,352 16	6.18
Train Supplies and Expenses	18,823 67	2.36
Interlockers, Block and Other Signals—Operation...	449 70	.05
Crossing Flagmen and Gatemen		
Drawbridge Operation	1,066 04	.14
Clearing Wrecks	626 72	.08
Telegraph and Telephone—Operation	2,243 88	.28
Operating Floating Equipment		
Express Service		
Stationery and Printing	4,333 06	.55
Other Expenses	17 02	
Loss and Damage—Freight	2,865 34	.26
Loss and Damage—Baggage	133 20	.02
Damage to Property	440 66	.05
Damage to Stock on Right of Way	967 37	.12
Injuries to Persons	4,614 16	.58
Total	<u>\$373,241 99</u>	<u>46.75</u>

DETROIT & MACKINAC RAILWAY COMPANY.

OPERATING EXPENSES—Continued.

General Expenses.

	Amount.	Per Cent.
Salaries and Expenses of General Officers	\$ 12,129 31	
Salaries and Expenses of Clerks and Attendants....	7,805 83	
General Office Supplies and Expenses	2,276 31	
Law Expenses	5,663 16	
Insurance	1,418 80	
Relief Department Expenses		
Pensions		
Stationery and Printing	893 53	
Other Expenses	2,500 69	
Total	\$ 32,687 63	

Summary.

Maintenance Way and Structures	\$184,829 10	
Maintenance Joint Tracks, Yards and Other Facili- ties—Dr.	319 00	
Maintenance Joint Tracks, Yards and Other Facili- ties—Cr.	1,284 68	
Total Maintenance Way and Structures		\$183,863 42
Total Maintenance Equipment		185,229 54
Total Traffic Expenses		22,319 93
Transportation Expenses	373,241 99	
Operating Joint Yards and Terminals—Dr.	453 28	
Operating Joint Tracks and Facilities—Cr.	1,751 26	
Total Transportation Expenses		371,944 01
Total General Expenses		32,687 63
Total Operating Expenses		796,044 53

TABLE—H.

STATEMENT OF MILEAGE, JUNE 30, 1909.

Main Line.

Bay City to Cheboygan	196.24
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Branches.

Emery Junction to Rose City	31.21
Emery Junction to Prescott	11.85
Omer to Au Gres	7.95
Lincoln Junction to Lincoln	14.38
Various Logging Branches	85.56
Total	150.95
Total Main Line and Branches	347.19
Yard Tracks and Sidings	102.95
Total all Tracks	450.14

TABLE—I.

DETROIT & MACKINAC RAILWAY COMPANY.

CLASSIFICATION OF FREIGHT TONNAGE.

Products of Agriculture—

	1908		1909	
	Tons.	Per Cent.	Tons.	Per Cent.
Grain	13,353	1.03	13,826	1.16
Flour	3,716	.29	4,722	.40
Other Mill Products	3,427	.26	5,993	.50
Hay	5,608	.43	3,942	.33
Fruits and Vegetables	9,890	.76	6,654	.55

Products of Animals—

Live Stock	5,092	.39	4,024	.34
Dressed Meats	1,072	.08	1,090	.09
Other Packing House Products...	1,202	.09	1,074	.09
Poultry, Game and Fish	299	.02	122	.01
Wool	127	.01	239	.02
Hides and Leather	9,696	.75	8,848	.75

Products of Mines—

Anthracite Coal	13,749	1.06	2,505	.21
Bituminous Coal	132,991	10.24	118,243	9.94
Stone, Sand and Other Like Articles	278,644	21.38	77,528	6.52
Other Products of Mines	1,203	.09	1,740	.15

Products of Forests—

Lumber	171,606	13.21	96,425	8.11
Forest Products Other Than Lumber	467,049	35.95	522,723	43.90

Manufactures—

Petroleum and Other Oils	1,431	.11	1,956	.17
Sugar	1,174	.09	1,109	.10
Iron—Pig and Bloom	727	.06	763	.07
Other Iron and Machinery	4,789	.37	3,578	.30
Cement, Brick and Lime	61,657	4.75	80,742	6.79
Agricultural Implements	485	.04	4,219	.36
Wagons, Carriages, Tools, etc. ...	163	.01	193	.02
Wine, Liquor and Beer	810	.06	1,562	.13
Household Goods and Furniture..	2,431	.19	1,152	.10
Merchandise	46,039	3.55	77,238	6.49
Miscellaneous—Other Commodities not mentioned above	60,485	4.66	147,532	12.40
Totals	1,298,915	100 %	1,189,742	100 %

TABLE—J.**DETROIT & MACKINAC RAILWAY COMPANY.****PASSENGER STATISTICS.**

	1908	1909
No. of Passengers carried	364,132	365,701
No. of Passengers carried one mile.....	13,914,861	13,259,787
No. of Passengers carried one mile per mile of road	40,015	38,192
Av'ge dist. each Pass'r carried (miles)..	38.214	36.259
Total Passenger Revenue	\$ 285,153.79	\$ 283,946.36
Average am't received from each Pass...	.78.311	.77.644
Average Receipts per Pass. per mile....	.02.049	.02.141
Total Passenger Earnings	332,651.79	334,644.35
Passenger Earnings per mile of road....	956.61	963.87
Passenger Earnings per train mile.....	.70.650	.90.203
Average No. Passengers per train mile....	30	36

FREIGHT STATISTICS.

No. Tons car'd of frgt. earning revenue..	1,289,915	1,189,742
No. Tons carried one mile	109,329,676	83,781,632
No. Tons car'd one mile per mile of road..	314,401	241,314
Average distance haul of one ton (miles)	84.17	70.42
Total Freight Revenue	\$ 838,014.25	\$ 799,097.25
Av'ge am't rec. for each ton of freight...	.64.516	.67.166
Average Receipts per ton per mile.....	.00.767	.00.958
Total Freight Earnings	\$44,252.96	\$06,727.42
Freight Earnings per mile of road	2,409.98	2,323.59
Freight Earnings per train mile.....	2.15.333	2.51.366
Average No. of Tons per train mile.....	280.93	263.54
Average No. of Tons per loaded car mile	21.06	17.85
Average No. of Cars per train mile.....	19.97	22.16

PASSENGER AND FREIGHT STATISTICS.

Passenger and Freight Revenue	\$1,123,178.04	\$1,083,043.61
Pass. and Frt. Revenue per mile of road	3,229.93	3,119.46
Passenger and Freight Earnings.....	1,178,550.07	1,141,371.77
Pass. and Frt. Earnings per mile of road	3,410.87	3,287.45
Gross Earnings from Operation.....	1,186,096.54	1,148,974.26
Gross Earnings from oper. per mile of rd.	3,410.84	3,309.35
Gross Earnings from oper. per train mile	1.58.008	1.83.884

OPERATING STATISTICS.

Operating Expenses	\$ 807,365.12	\$ 796,044.53
Operating Expenses per mile of road....	2,321.75	2,292.82
Operating Expenses per train mile.....	1.07.554	1.27.401
Income from Operation	378,731.42	352,929.73
Income from Operation per mile of road	1,089.12	1,016.53
Ratio of Expense to Earnings.....	68.07%	68.29%

TABLE—K.**EQUIPMENT.**

	1909.	1908
Locomotives—		
Passenger	13	13
Freight	17	17
Switching	2	2
Totals	32	32
Passenger Cars—		
First Class	29	29
Combination	5	5
Parlor	2	2
Cafe	1	1
Baggage, Express and Postal	9	9
Totals	46	46
Freight Cars—		
Refrigerator	8	8
Furniture	34	34
Box	529	541
Coal	390	397
Flat	516	519
Stock	98	98
Totals	1575	1597
In Company's Service—		
Officers and Pay Cars	1	1
Derrick Cars	1	1
Caboose Cars	12	11
Other Road Cars	28	20
Snow Plow	1	1
Totals	43	34
Total Number of Locomotives Owned.....	30	30
Total Number of Locomotives Leased.....	2	2
Total Number of Cars Owned.....	1253	1266
Total Number of Cars Leased.....	411	411

TABLE—L.

DETROIT & MACKINAC RAILWAY COMPANY.

SPURS, SIDINGS AND BRANCHES TAKEN UP JULY 1, '08, TO JULY, 1, '09.

	Miles	Feet
Track No. 10 off Lough Branch		5,020
McDade Branch off Wolverine Branch	3	1,320
Back End Dog Lake Branch		4,900
Spur off Tubbs' Branch		3,120
Aloha Gravel Pit Track		495
Back End Shannon's Excelsior Track		420
Back End of Old Case Side Track to Shingle Mill		532
Water Hole Spur—Prescott, Miller & Co.'s Branch		2,600
Hutchinson's Veneer Track, Onaway		570
Gravel Pit Spur, four miles north of Alpena		1,140
Middle Track Besser's Mill, Alpena		490
Old May Branch off Hurst Branch		1,500
Back End Dog Lake Branch—Dog Lake Branch	1	1,320
Aloha "Y," Aloha		4,853
Balance Gravel Pit Spur, two miles south of Lupton		250
Spur at Maltby		680
Nichols' Spur, two miles south of Maltby		534
Glass Spur, two miles south of Long Lake		300
Maltby Spur at Pinconning		1,100
Track off Back End of Lincoln Gravel Pit		1,400
Spur off Prescott, Miller Branch	2	1,318
Skewer Factory Track		630
Sugar Beet Spur—one-half mile south of Tawas City		700
Ice Loading Track on Ice, Tawas Beach		1,652
Total	13	297

TABLE—L.—(CONTINUED.)

DETROIT & MACKINAC RAILWAY COMPANY.

SPURS, SIDINGS AND BRANCHES BUILT JULY 1, '08 TO JULY 1, '09.

	Miles	Feet
Spur at Prescott, Miller & Co.'s Mill, Rose City		120
Spur off Gilchrist Branch for Island Mill Co.		1,330
Spur off Cleveland Branch for Island Mill Co.		1,243
Spur off Cleveland Branch for Island Mill Co.		5,040
House Track, LaRocque, for D. & M.		954
Spur at Cheboygan for Geo. Thompson		495
Spur off Lough Branch for F. W. Gilchrist	1	1,250
Extend Hillman Branch		4,884
Kimball Branch for Kimball Lumber Co.	3	1,978
Side Track at Alcona for D. & M.		570
Cut off Track Prescott, Miller & Co. Branch—D. & M.		835
Side Track, Peterman's Yard, Onaway, for Lobdell, Churchill & Co.		2,634
Extend Williams Spur at Millersburg for Williams & Sons		200
Extend Loading Track, Rose City, for D. & M.		184
Robinson Branch at South Branch for S. A. Robinson & Co.	3	4,025
Track in Lobdell, Churchill & Co.'s Yard at Onaway, Lobdell, Churchill & Co.		600
Extension, Rose City Mfg. Co.'s Track, Rose City		600
Extension Michigan Cooperage Co.'s Track, Omer		129
Spur off Prescott & Miller Branch for Prescott, Miller & Co.	2	4,150
Siding at Hurst for D. & M.		1,020
McKay's Spur, one-half mile south of Tower for Fletcher Paper Co.		778
Spur off Black Lake Branch for Keys & Worboys		373
Addition to Lobdell, Churchill & Co.'s Track for Lobdell, Churchill & Co.		60
Ice Loading Track, Tawas Beach, for D. & M.		3,500
Extend Ice Loading Track, Tawas Beach, for D. & M.		120
Extend Seed House Track at East Tawas for D. & M.		500
Ice Loading Track 1½ miles south of Long Lake for D. & M.		1,400
Sweikart's Ice House Track, East Tawas		875
Extend Tobico Ice House Track, Union Ice Co., Tobico		500
Track Back End of Tawas Beach Spur for D. & M.		1,220
Interstate Ice Co.'s House Track, Van Ettan Lake, Interstate Ice Co.		1,071
Totals	17	398

Summary.

Miles of Track Laid	17	398
Miles of Track Taken Up	13	297
Net Increase	4	101

H U R O N

